Committee Room, City Hall,
December 10th, 1920.

FORTY-SEVENTH MEETING (Minority).

THE SPECIAL COMMITTEE ON RAILWAY CROSSINGS meets inthe Committee Room, City Hall, on Friday, December 10th, 1920, at 4 p.m.
PRESENT: Alderman J.C.Wilson (Chairman) and His Worship Mayor Little.

102. GRADE SEPARATION (See pars. 31, 51, 57, 68, 77, 91.)

S.Baker - Dec. 7th 1920.

I hereby certify that the Municipal Council, at its last session, adopted the twelfth clause of the eighteenth report of No. 1 Committee, viz:-

"That the report of the Railway Commission's Engineer on Rectory Street subway, be referred with power to the Special Railway Crossing Committee, to secure early action on the matter."

Chief Engineer's letter to A.D.Cartwright. Sect. Railway Commission, November 23rd, 1920.

In accordance with the Chief Commissioner's instructions, which was on the request of Mayor Little of London, I looked into the question of subways under the Grand Trunk Railway on the highways, and the general condition of grade separation in London on the line of the Grand Trunk Ry.

I went to London on the 12th inst. and met Mayor Little, City Engineer Brazier, also Mr. Noulan Cauchon, who was Consulting Engineer for London on some of these matters.

The question at issue now is the subway at Rectory Street. Rectory Street is at London East, practically the east end of the freight yards, and the west end of the sorting yards. The Street cars cross the Grand Trunk level at this point, with derails on the electric road and signals on the Grand Trunk. It is also protected by gates for vehicular traffic, all of which is working and in proper order.

In 1910 I made a report, which the Board will find attached to this file, and after a careful study of thequestion, I do not seet that I can change this report in any item. My idea then was that the ideal grade separation for London was track elevation with four running tracks and probably six at the station, and subways on all the other streets except Burwell Street and Clarence Street, which I think will probably be on the site of the new Grand Trunk station, which it was proposed to build and was badly needed.

While I was going around the streets with the Mayor and party in London, a long freight train of the Grand Trunk was coming in, and it blocked us for a considerable time at Ridout Street, and after motoring along the street this train again blocked us at the eastern end of the yard at Rectory Street, and it must have put a great many people, vehicles, and street cars to a great inconvenience in crossing. There is a subway now at Thames Street, which if properly paved might be very useful to cross under the tracks, when the streets are blocked by trains as I have above described, but it needs paving very badly to put it in shape. The Mayor is of the opinion that a subway at Rectory Street would help out the situation, that is, London would then have a subway under the Grand Trunk at the west end and the east end of the City. The point was to make this subway fit in with the general scheme of track elevation, and I now submit plans which I had the City Engineer of London make for me, which I think will cover the situation. I propose to raise the tracks at Rectory Street about six feet, and depress them probably about 12 feet. I would carry the lead into the yard by an overhead structure, and two or three main lines for the running tracks. There will not likely be any tracks between these points because the roundhouse prevents any new layout at that point, so I have suggested for economy that the subway shou be sloped, but no abutment built between these points. This is all shown on the plan. The cost in my opinion would be for the subway approximately $250,000, with the present scale of prices. The additional cost of raising the railway tracks would probably be $25,000 or $30,000. All that would be a part of the track elevation scheme of London, when that is ordered, and not a dollar would be wasted. This plan is only a study with a close approximate estimate, but I would suggest a copy be sent to the City and the Grand Trunk Ry. asking them for any suggestions they may wish to make, or criticisms of the plan. I attach two copies of this report, and a plan on each.

Engineer Rostron explained the plan submitted to the Committee.

His Worship the Mayor moves, and it is adopted, that Engineer Cauchon be asked to attend a Committee meeting at as early a date as possible, and that the Committee would then be summoned to discuss the matter further.

Upon motion the Committee adjourned.